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## BODY ON TRANSPORT IS LISTED DESERTER

J. T. O'Neil, One of Buffalo's Heroes, Brought Back Here Yesterday.

FELL IN THE ARGONNE

War Dept. Orders Names of Two New York Boys to Be Removed.

NEW LISTS ARE GIVEN OUT

Embrace Second Corps Area and Mistakes Quickly Are Found.

The name of John T. O'Neil recently appeared in one of the War Department's slacker lists as being a deserter through failing to answer the call of his draft board in Buffalo. Yesterday the body of John T. O'Neil arrived in New York harbor on board the army transport Wheaton, which brought the bodies of 5,212 American soldiers who had died in action on the battlefields of France. O'Neil was one of these; as a soldier of the Seventy-seventh Division, which received many Buffalo recruits just before leaving for France, O'Neil was killed in action during the fighting in the Argonne Forest on October 12, 1918.

The War Department has begun an attempt to remove from the slacker lists the names of men who are shown to have served either with the American or allied armies, and in letters sent out yesterday by the Adjutant of the Second Corps Area, at Governor's Island, the War Department, as announced briefly in dispatches from Washington on Tuesday, ordered removal from the lists the name of Alfred Daniel Brazil, listed as a deserter by Draft Board 164, New York, and Howard H. Mallinson, listed from Draft Board 77, in New York city. Concerning Brazil the letter says:

"This man's name was published in the list of deserters because of the fact that no information appeared in the draft record that he had served in an allied army during the war. In fact, he had served in the English army from June 28, 1917, to June 22, 1919, but failed, after registration, to notify his local board of any change in his address or status. The charge of desertion standing against him in the records of the army has been set aside because of his service in the English army." Of Mallinson the letter from the Corps Adjutant says:

"This man was inducted into the

Franklin Medal Given to Pershing, Sprague, Fabry

PHILADELPHIA, May 18.—Gen. John J. Pershing, Frank J. Sprague, who invented and constructed the world's first commercially successful overhead trolley, and Prof. Charles Fabry of the University of Paris, France, to-day received honorary membership in the Franklin Institute. Prof. Fabry and Mr. Sprague also received the Franklin medal.

Gen. Pershing and Mr. Sprague made addresses, but Prof. Fabry was unable to leave Paris, and the medal and certificate were accepted on his behalf by Jules J. Jusserand, French Ambassador to the United States. Coleman Sellers, vice-president of the institute, explained to Gen. Pershing that the certificate of honorary membership had been awarded to him in recognition of his use of scientific and technical means in the war.

military service on August 28, 1918, and was accepted a Camp Gordon, Ga., September 1, 1918. He had previously been certified by his local board to the Adjutant-General of New York as a delinquent, and the Adjutant-General of New York had issued a delinquent order, directing him to report on June 28, 1918. Subsequently the Adjutant-General of New York suspended the provisions of the order inducting him into the military service from the status of delinquent, the registrant being at the time in Chile, and he later actually served, as stated above. The draft officials of the State of New York, in their final report classified him as a deserter. This report was an error. The charge of desertion standing against him in the records of the army has been set aside because of his service in the United States Army.

### New Lists Given Out.

The headquarters of the Second Corps Area issued several more slacker lists yesterday. They contain 111 names from New York city draft boards and 191 from Essex county. Investigation showed several errors. Two persons mentioned on the list from Brooklyn, for instance, died about three years ago. They are Joseph Decicella, 2347 Pacific street, who died in December, 1918, and Pasquale Marchese of 247 Rockaway avenue, who died soon after the United States entered the war.

The name of Ellis Mendelsohn of 33 Hinsdale street, Brooklyn, is also mentioned in today's list. His mother said last night that shortly after registering he enlisted and went South and that she had never heard from him.

Relative of Frank Dillaro of 1612 Wiloughby avenue, listed as a slacker, said that during the war he served in the United States Navy.

The father of George H. La Claire, Jr., of 1225 Fulton street, said his son registered in Chateaugay in Franklin county and was found physically unfit. He was classified as 4A and died three months later. Mr. La Claire said that at no time was his son able to serve.

## 5,212 SOLDIER DEAD HERE ON TRANSPORT

Every State in Union and Every Combat Division in A.E.F. Represented.

SERVICES TO BE HELD

Dr. Herbert Shipman Will officiate at Ceremonies in Hoboken Sunday.

Every State in the Union and every combat division of the A. E. F. finds representation among the 5,212 bodies of American soldier dead brought to Hoboken yesterday on board the army transport Wheaton. The number of soldier dead carried on the Wheaton is the largest that has arrived in one ship and brings the total removed to this country 21,323. This work is in charge of the Graves Registration Service.

Among the bodies are those of eleven army nurses who died in France, that of Col. Percy W. Arnold of the 153d Infantry, Twenty-sixth Division, brother of Lieut.-Col. Samuel B. Arnold, attached to the College of the City of New York, and that of Joseph Guyton of Ewart, Mich., of the 126th Infantry. Thirty-second Division, who was the first American soldier killed in Germany.

Nearly every unit in the Seventy-seventh Division will be represented at the memorial service which will be held at the army pier in Hoboken Sunday. At the request of army authorities the local organizations will pay honor to the dead of other divisions whose representatives are unable to participate in the exercises. Dr. Herbert Shipman, recently elected suffragan Bishop of the Episcopal diocese of New York, who saw service as chaplain with the First Army in France, will conduct the service.

Ranking high on the honor list of the

## BOARDWALK DOG CATCHER LIFTS A SOCIETY PARAGON

Romeo, Blue Ribbon Airedale, Languishes Among Mongrels as Feminine Chorus Protests—Mayor Relents as Civic Minion Grumbles.

Special Dispatch to The New York Herald.

ATLANTIC CITY, May 18.—The negro dog catcher employed by this city moved his operations to the Boardwalk to-day, wheeling a wagon into which he tossed stray animals that had been freed of their leashes and muzzles. Passing the Ambassador Hotel he saw an Airedale waving his tail and barking joyously, while a company of men and women stood watching. The negro left his wagon, ran in pursuit of the Airedale, and, being agile footed as his civil occupation requires, caught the dog and threw it in with the strays.

The howls of the Airedale were as nothing to the storm of indignation which swept upon the dog catcher immediately thereafter. Women with bright parasols ran down the steps with the speed which their short length dresses permitted and set up a torrent of speech. The dog catcher learned that he had leagued in his wagon Romeo, prize winner at New York, Philadelphia, Baltimore, Chicago and other dog shows, owned by Kenneth Hill, New York society actor and member of many clubs.

Furthermore, Romeo was important

Seventy-seventh Division are the names of Capt. Belvedere Brooks, Lieut. Richard B. Sheridan of the 358th Infantry and Lieut. Samuel J. Reid, Jr., of the 34th Field Artillery, to whom tribute will be paid at the Sunday memorial service by a delegation from Boys' High School. The Twenty-seventh Division will furnish the color guard of honor.

The Wheaton brought no passengers except a weary American carrier pigeon which flew aboard while the transport was passing Flushing, Holland. Although the bird was caught and later set free it refused to leave the ship.

BEQUEATHS \$5 TO HUSBAND.

The will of Mrs. Theresa R. Spear of 117 Westchester street, The Bronx, died yesterday, disposes of an estate of

as a member of the cast of a society play being shown here this week in which Mr. Hill stars, and his features and general good breeding had been remarked very favorably by the society colony. To have blue ribbon Romeo thrust rudely into immediate contact with mongrels who had trespassed on the Boardwalk and to be actually impounded for violation of the law was tragic enough, as the dog catcher discovered. Several men who saw the brandishing of the parasols and heard the feminine chorus rushed out and tried to explain to the dog catcher just what a blow Romeo's detention would prove to the gaiety of the resort.

But the negro refused to let Romeo be bailed out and was wheeling him away, while the Boardwalk kept getting more and more upset. Some one thought to telephone to Mayor Ender, and the Mayor fixed it. The dog catcher released the prize winning Romeo and went off with his less pedigreed catches, muttering bitterly that he "couldn't see no points 'bout Romeo." Still infuriated, Romeo played his role as usual last night.

"over \$10,000 in personal property." In it is a bequest of only \$5 to her second husband, the Rev. Joseph D. Spear, "for reasons well known to him and the family." Three sons by her former marriage divide the residue, with the exception of a \$2,000 bequest to a grandson.

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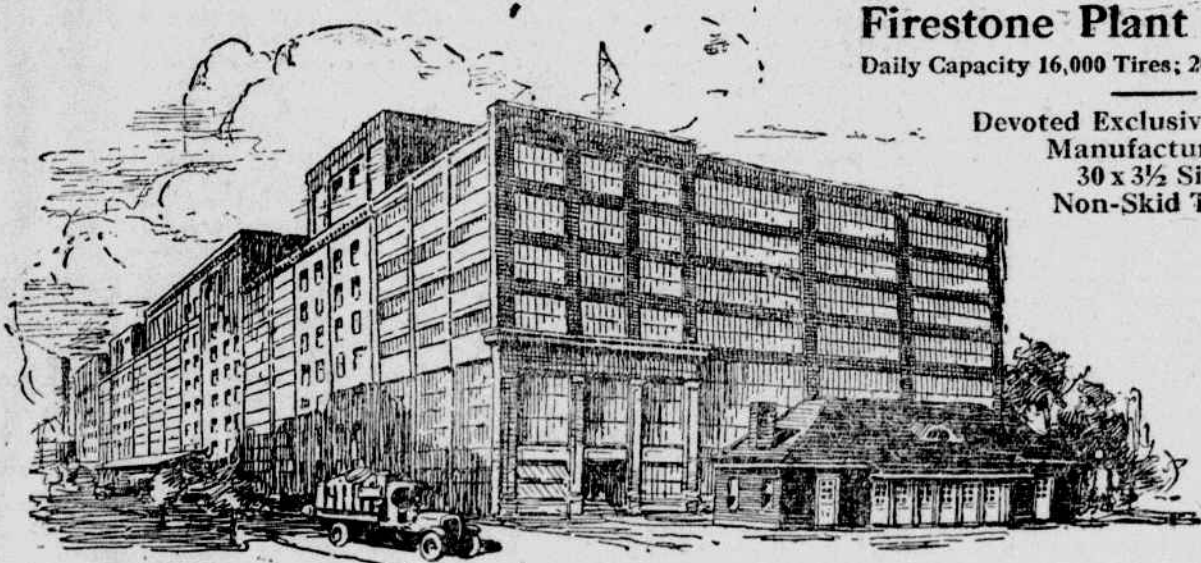
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**Firestone Plant No. 2**  
Daily Capacity 16,000 Tires; 20,000 Tubes

Devoted Exclusively to the  
Manufacture of  
30 x 3 1/2 Size  
Non-Skid Type.



## How the Price of \$13.95 on 30x3 1/2-inch Firestone Tires Was Made Possible

It is in this period of much-needed economy that the full benefit of Firestone's development can best be recognized.

The advantage of having two great individual plants has permitted specialization in the highest degree. Plant No. 1 is devoted to the production of Firestone cords—tires that are accepted as the highest development of tire building. Tire repair men who judge values best, class it as the sturdiest carcass made. Forty-seven car manufacturers have adopted Firestone cords as regular equipment during 1921.

Plant No. 2 was erected for the sole purpose of making 30x3 1/2 Non-Skid fabric tires. With a daily capacity of 16,000

tires and 20,000 tubes, this plant permits refined production on a quantity basis. Its output was 13,700 tires per day during April.

It is such basic economies that enable Firestone to make a price of \$13.95 on this standard 30x3 1/2 tire—the lowest price ever made on a standard tire.

Firestone dealers help make this \$13.95 price possible by accepting a smaller profit per sale on this fast selling tire.

We see today the fulfilling of what Firestone men have worked for—public support in soundly ratifying the Firestone standard of "Most Miles per Dollar."

# Firestone

## Marmon Price Reduction

Welcomed by Public

New Price of \$3,985 proves stimulant to multiply sales. Marmon policy wins wise motor-car buyers.

THE big sensation in automobile circles is the remarkable reduction of the famous Marmon 34 from \$5,000 to \$3,985 on open models, and as much as \$1,600 reduction on some closed models.

People immediately approve this far-sighted policy. They applaud a concern which refuses to stand pat on prices at a time when all prices are being lowered.

"Next year's prices Now" is an irresistible appeal. It has resulted in a greatly increased sale.

Marmon now stands supreme in the quality field, matchless in quality and price.

### OPEN EVENINGS

To accommodate the great number of interested visitors, we now keep our display rooms open in the evenings, with our full staff of motor experts. You can now come during the day or evening and at your leisure examine the Marmon 34

and compare it with other cars of stand-pat prices. We invite especially those who have always longed for a de luxe car but who hesitated at paying \$5,000. We realize that there are thousands who are unfamiliar with Advanced Engineering and Stabilized Design, as intimated by Marmon engineers.

This identical \$5,000 Marmon selling at \$3,985 has not been changed an iota. It is the finest Marmon ever built.

Demonstration Gladly Made

Every opportunity is offered for you to become acquainted with this finer car at a lower price.

Come in and see it. And note that you will not be over-urged to buy. The demand has become so great, with no large stock on hand, we are not insistent.

Temporarily we can make quick delivery on several models. But we know that there will soon be a scarcity. So do not delay.

### MARMON 34 PRICES

	NOW	WAS
4-Passenger Touring	\$3,985.00	\$5,000.00
5-Passenger Touring	\$4,185.00	\$5,200.00
Club Touring	\$4,385.00	\$5,400.00
Speedster	\$4,585.00	\$5,600.00
Compe.	\$4,785.00	\$5,800.00
Limousine	\$4,985.00	\$6,000.00
Town Car	\$5,185.00	\$6,200.00

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